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ance, but that it should be contributed to, from Governmental funds. It is a heavy charge upon the companies who keep it up, and if it is to be as I am given to understand is proposed in the new bill—a tax upon fire insurance companies, I think the case of the two local companies, which have been fully considered by the Executive, I have great pleasure in recording the motion of my hon. friend opposite.

The Surveyor General said there was every reason to believe that the water supply would be delivered in town by next November. With regard to the pressure on the street hydrants and Mr. MacEwen's statement that there were houses of three or four stories being erected and that there might be houses of five stories, he had to say that the average height of each story was about 14 feet, so that four stories would make 56 or 60 feet. The pressure of the Tytan water was equivalent to three times that height, and was available within the year for putting out fires. Any staff they might get with reference to the present conditions would probably be superfluous when they had the adequate water supply. He therefore thought that unless there was great urgency it would be well to wait and see what the result of the supply and water rates, more especially as he believed the next six months was a period during which fire was not so frequent as during the winter months. The subject of reorganizing the fire brigade had been before him in various ways, and he would ask the Hon. member to leave his motion as it stands, and not to be carefully read it over in the public press he would be in a better position to say how far he was prepared to accept his proposal. He somewhat doubted the necessity of a Commission. He promised, that if Mr. MacEwen left the matter over just now, he would in a reasonable time say more on the subject. With regard to the inaccuracies said to have been made by the Hon. the Treasurer in speaking of the Stamp Bill, he would be glad if the Hon. Member (Mr. MacEwen) would point out the inaccuracies, because it was unsatisfactory to state that statements were incorrect without stating what they were. There was no reason for supposing that the Hon. the Treasurer had constituted himself the general adviser of the Government, although he (His Excellency) was ever ready to accept suggestions from him or from any other official or unofficial member.

With regard to the question of fire, Mr. MacEwen said that he had a considerable number of colonies, although he had no knowledge of Mauritius to which Mr. MacEwen sarcastically referred, and in every one of them fire companies were tried and found wanting. There was, however, such a general feeling on the subject that he was willing to make a change in the law, and that reason he was prepared to give them a better fire insurance than they had at present. It could do no harm and it might do good. The Bill had been already prepared, and it was only because there was a question whether another subject should be included that the Bill had not yet been laid before the Council. He was not arguing of the result, but it could not do any harm that he knew. With regard to the dissatisfaction of the firemen to which Mr. Ryrie has very properly drawn attention, he thought that under the present circumstances they were underpaid, and but for the exception of the water supply, he would have already made a proposition to the Council on the subject, recommending an increase of salary almost from top to bottom. He felt there had been some special cause for dissatisfaction this year, the men having done a large amount of excellent work, and for that reason he was prepared to give them a bonus for this year, and would shortly lay the matter before the Council. As to the future remuneration he thought they should wait till they had the experience of the Tytan water. As to the Volunteer Brigade, Mr. MacEwen said that he would encourage it and would give the consideration to what had been said. It appeared to him, however, that if the Government gave any help the term 'Volunteer' might no longer be strictly applicable. At present they were in a manner entirely independent of the Government, could turn up or not at a fire, but if the Government gave any money they would not likely do so without getting a certain control over the brigade that would alter its character. Did he understand Mr. MacEwen was willing to allow the motion to stand over at present? He thought it was his duty to take the opinion of the Executive.

Mr. MacEwen—With regard to Your Excellency's remark about what I said with regard to the inaccuracies of the Colonial Treasurer, I shall be glad to point them out either now or at the next meeting of Council.

His Excellency said he thought it would be better if he would do so just now, if there was no objection to the slight irregularity.

Mr. MacEwen pointed out that Mr. Lister had mentioned in his speech that there were three home offices, one for 10 different offices. He thought that statement had certain effect upon His Excellency's mind as the latter afterwards referred to it. He supposed that the Hon. the Treasurer had looked up a directory and found that one firm Messrs Gilman & Co. were Lloyd's agents, were marked as representing over 20 houses. But the truth was that this firm did not do business for all these houses. They were only here as agents to settle claims from the various foreign offices. This firm in fact did an exceedingly small business in the Colony, only Colony houses, the North British. There was no firm that issued policies for marine or fire for more than at the outside three offices. He therefore thought he was justified in stating that this was incorrect. Another point was that the Treasurer hinted that fires in the Colony were of a great extent, to incendiaries which was caused by the reckless manner in which agents for London and foreign offices were in the habit of taking risks in order that they might get their commission. When a solicitor made a similar statement in Court the Chief Justice asked him his authority, and the reply was that it was common report. The Chief Justice said that he had nothing to do with that. He (Mr. MacEwen) thought also that such gossip ought not to be repeated in Council to the detriment of highly respectable London offices with boards of directors containing names that were doubtless well known to His Excellency.

His Excellency said Mr. MacEwen had merely proved that the Hon. Treasurer's statements were inaccurate from beginning

to end. All that he had made out was that one was incorrect and that another was injudicious, and there were a vast number of statements in the speech.

Mr. MacEwen said he had not the press before him, but he was sorry if he had exaggerated the extent of the inaccuracies, but he had made out the matter more fully if he had had the speech before him. The Stamp Bill at any rate seemed now to have been withdrawn.

His Excellency said it was on his responsibility that the Bill was not proceeded with. He was not able at the time to advise any other plan to meet the inequality between the local and non-local offices, but since that time a means had suggested itself of possibly meeting the same end by less objectionable means.

The Colonial Treasurer said the Bill was not withdrawn. It might have been put on the notice paper for any day to-day. The notice paper had pointed out one slight inaccuracy, the origin of which he had traced with absolute correctness. He had consulted the Director. He denied, however, that he said anything which would amount to a charge of wrongdoing against any human being.

What would he say of what he said that night when he had said that something of the kind had prevailed or might have prevailed? He did not say he endorsed such reports, but he could not ignore their existence.

His Excellency—What the Hon. the Treasurer, I suppose, practically means is that the Bill will be taken with regard to risks on the part of offices whose capital and capitalists live at a distance as there are in respect to offices whose capital and capitalists are on the spot. While we might presume that care was being taken in all cases, the Hon. member has pointed out that the gold and silver for the sake of one or two commissions, greater care was likely to be taken by local offices, in which the parties directly interested were on the spot. I do not gather that he meant more than this.

Mr. Ryrie—At any rate the statement should have been left unsaid.

THE HOLDING OF INQUESTS. The Attorney General moved the first reading of a Bill making provision for inquests being held not by a Coroner but by the Police Magistrate, in some cases with a jury and in other cases without the holding with a jury being the exception.

His Excellency explained at some length the reasons which led the Government to drop the clause providing for taxing machinery. Mr. Chatter, he said, had urged to him very forcibly several objections, one of which had had considerable influence on him. He found that there would be great difficulty in distinguishing between movable and immovable machinery, and that although the amount collected would be small it might prejudice the starting of a new industry.

The Bill after some discussion was passed through Committee.

THE DESTRUCTION OF A EUROPEAN DISTRICT. The Hon. the Attorney General said that Mr. Ryrie had called on him and urged very forcibly that he wished he would urge as forcibly in Council—that there would be a danger of ruinous affecting the value of property in districts adjoining the line of demarcation if changes might be made by motion in the Legislative Council, and he therefore proposed to delete clause 7. Before a change was made a new Bill would now have to be introduced.

Mr. Wong Shing asked if the Chinese Chamber of Commerce would be allowed to erect a building within the reserved district.

His Excellency assured him that any building, whatever its style, if there were not more inhabitants than one to a thousand feet, would not be affected by the law. A considerable discussion then ensued as to modifying the Bill to express this more clearly.

A clause was introduced, stating this ordinance did not interfere with the right of the Surveyor General to require plans to be submitted to him of all houses outside or inside the reserved district. The line of demarcation was allowed to extend inland to 73 in the Wanhsien district, and the Bill was left in committee to allow of alterations being made before the Bill was taken into the Council. The Bill excludes from the reserved district.

The Council then adjourned till this day week.

## CORRESPONDENCE.

## THE HONGKONG SCHOOLS' SPORTS.

To the Editor of the 'China Mail,'

April 18, 1888.

Sir,—With reference to your remark that the tug of war yesterday was postponed on account of the inability to get full teams from both sides, I hasten to inform you that you were misled when making that statement. The St. Josephians were all ready; and, if the crowd gathered there, including many ladies, were disappointed, it was simply owing to the unavoidable absence of the other teams, as might have been gathered from the cheers elicited from the only team present.

Yours, T. J. S. L.

[We think the English teacher ought to instil into our youthful correspondent a right idea of the difference between 'both' and 'either.' We were not misled at all.—Ed. C. M.]

## THE STRIKE OF THE CARGO-BEAT MEN.

The complaints on the part of employers of cargo-boats are loud and deep, and as we anticipated several of those more particularly inconvenient denounce the Government for having introduced a rule which raises such strong opposition, and thus obstructs trade. Now, as we have said, the value of the rule of photographing all the boatsmen, instead of the two head-men, may be a matter for argument; but it is not surely a matter upon which any hesitation should for a moment exist, that the Government must now insist upon obedience, in face of open defiance of the law. Let these boatsmen once return to their work, and cease to defy the rules and conditions of their license, and then the Executive may be inclined to listen to any modification of such condition which may be shown to press unduly upon the persons affected. At present the motto should be 'No Surrender' otherwise these gentry will get the idea altered into that all they have to do to upset any rule or regulation of law is to demonstrate. So far as can be seen, yet, the example has not yet been joined to the strikers' band, although it is generally expected that they will do so to-morrow. This would on their part be egregiously foolish, because they have two months and a half of their licensed period to run, while the license of the Cargo-beat men expired at the beginning of this month. It is to be feared that the Cargo-beat men are bringing pressure to bear upon the sampans owners to draw them into the strike, but it is hoped they will not succeed. These

boats, if they can be brought home to the owners, should strengthen the Government in maintaining a strong position on this subject, and secure a prompt remedy in any case where the law is infringed. The market men and the chair-coolies are photographed, and there are no exceptional circumstances against applying this rule to the somewhat unruly boat population. Therefore we trust that the Government will remain firm.

As to the means available for doing without the Cargo-boats for a little time, it must be admitted that the inconvenience is minimized by the existence of the new public wharves and the large number of steam-launches now in the Harbour. We observe that the Wharf and Godown Company is about to assist clients in collecting cargo for shipment and taking it to the vessels loading. The P. & O. Company have also moved in the matter, and offer to take in cargo intended for their steamers into their lighters in front of their offices (near Pottinger Street wharf) for a very small sum per ton, and a very great saving to the cargo owner. The cargo is then carried to the vessel by the company's own boats, and even this can be overcome, and doubtless will be got over.

We have heard it contended that if no licenses whatever were issued to boats or chairs, there would be no monopoly of trade, and that the Government would be forced to take measures to prevent the class of coolies and chairmen from being able to do as they pleased. But the chief consideration at the present moment is, that the rules having been laid down some eight months ago, and the fact of the Government not having carried out its duty, is a matter of duty, and not of convenience. It is to be hoped, therefore, that all who are personally inconvenienced by this foolish demonstration will look at the subject broadly, and give the Government credit for standing firm, as a matter of duty, against dictating impudence of the Cargo-beat Guild or its members.

HONGKONG PUBLIC SCHOOLS' ATHLETIC SPORTS.

Wednesday, 18th April, 1888.

Committee:—Mr. V. Dodd, Mr. R. F. Lamont, Mr. E. A. Lamont, Mr. G. Lob, Mr. F. Lamont, Mr. E. Lamont.

Starters:—Lieut. F. H. Johnston, Lieut. C. E. Higginbotham.

Timekeepers:—Rev. W. Jennings.

Referee:—Lieut. F. H. Johnston, M.A.

Referee:—Rev. B. W. Womack.

Following are the results:—

1.—HUNDRED YARDS, (under 13.)

W. Stapan, 12.5 sec.

W. Armstrong, 12.5 sec.

J. Macdonald, 12.5 sec.

Time, 12 sec.

2.—HUNDRED YARDS, (over 13.)

F. Lamont, 12.5 sec.

F. Horspool, 12.5 sec.

A. Rose, 12.5 sec.

Time, 12 sec.

3.—LONG JUMP, (under 13.)

W. Stapan, 12 ft. 3 in.

J. Macdonald, 12 ft. 2 in.

W. Armstrong, 11 ft.

Time, 12 sec.

4.—LONG JUMP, (over 13.)

F. Lamont, 14 ft. 2 in.

F. Horspool, 14 ft. 1 in.

A. Rose, 14 ft. 1 in.

Time, 12 sec.

5.—THROWING CRICKET BALL, (open.)

F. Horspool, 70 yds.

A. Rose, 70 yds.

A. Wallace, 70 yds.

Time, 12 sec.

6.—HIGH JUMP, (under 13.)

J. Macdonald, 3 ft. 9 in.

Macdonald, 3 ft. 8 in.

Time, 12 sec.

7.—HIGH JUMP, (over 13.)

F. Lamont, 4 ft. 2 in.

A. Rose, 4 ft. 1 in.

F. Horspool, 4 ft. 1 in.

Time, 12 sec.

8.—TWO HUNDRED AND TWENTY YARDS, (open.)

W. Stapan, 15 yds.

A. Rose, 15 yds.

F. Horspool, 15 yds.

Time, 27 sec.

9.—GRAND RACE, Post Entries, 100 yards.

About 30 entered.

Stapan, 15 yds.

Falmer, 15 yds.

Time, 15 sec.

10.—SIX HUNDRED YARDS, (under 13.)

W. Armstrong, 6 yds.

W. Wallace, 6 yds.

J. Macdonald, 6 yds.

Time, 43 sec.

11.—THREE-HUNDRED RACE, (open.)

Dodd and E. A. Lamont, 100 yds.

F. Lamont and Armstrong, 100 yds.

Time, 13 sec.

12.—SIX HUNDRED YARDS, (open.)

A. Rose, 15 yds.

F. Lamont, 15 yds.

Time, 1m. 35sec.

13.—SACK RACE, (open.)

G. White, 15 yds.

J. Carvalho, 15 yds.

March, and when she struck on the reef the third of April on the water. The Captain was also on the bridge at the time, and immediately ordered the engines to be put full speed astern; but without avail, as she settled down in seven minutes in nine fathoms of water; and all the ship's papers, logs and books, have gone down, and the crew have also lost their baggage and effects. The steamer was picked up while floating on the water, and two of the crew were rescued from the rigging. I understand that the disaster is attributed to a miscalculation of the distance, and probably the haziness of the atmosphere. The Captain, however, is reported to have been perfectly correct in his calculations. The steamer was owned by Messrs. Clark, Spence & Co., Agents for Lloyd, have taken charge of the wreck on behalf of the underwriters. The cargo is being saved, and a large quantity of piece-goods in bales, all more or less damaged, has been brought on shore, and warehoused in the bonded stores for duty. The local agents of the steamer, Messrs. John Black & Co., have rendered every assistance to the officers and crew. The former have been accommodated at the new hotel opened by Mr. A. R. Braham in Middle Street. The sale of the salvaged cargo will take place at the Custom House, and the proceeds will be paid to the underwriters. The steamer was built of iron at Glasgow in 1880, and classed A. 1, her registered tonnage being 1,510, No. 84,277. Captain Hudson joined the vessel at Suva.

NEWS BY THE GERMAN MAIL.

The N. D. L. steamer *Bayern* arrived yesterday evening (17th) with the German 20th March (24 days).

The following telegrams are from Ceylon papers:—

PROPOSED ABOLITION OF THE SUGAR BOUNTIES. London, April 6.—The Sugar Conference has resumed its sittings. Baron de Worms, the President, announced that all the Powers have given their adhesion to the abolition of the Sugar Bounties.

THE ITALIAN CONDITIONS OF PEACE. Rome, March 31.—The Italian conditions of peace offered to the Negus are that Italy should have the right of appointing a Governor in Abyssinia, the retention of the present positions held by the Italian troops, and the occupation of other points during the hot season.

Rome, April 1.—News has been received here that the Negus has declined to accept the conditions of peace submitted by General Sal. The Negus however has withdrawn his troops from the Italian positions to a better fortified locality.

C. M. B. AND NATIONAL BANK DIVIDENDS. London, April 1.—The Chartered Mercantile Bank of India, London and China has declared a dividend for the past half-year at the rate of five per cent per annum, carrying forward £48,000 to the reserve and leaving £5,100 to the profit and loss account. The National Bank of India has declared a dividend for the past half-year at the rate of five per cent per annum, carrying forward £15,000 to the reserve and leaving £4,900 to be carried forward.

THE DEFENCES OF SPAIN. Cairo, April 3.—The General Dore, Commander of the British force in Egypt, accompanied by his aide-de-camp, Lt. Col. Rhodes, has gone to Suakin to inspect the defences of that place.

ACTIVITY AMONG THE SUDAN REBELS. Assouan, April 3.—The rebels on the Nile, particularly between Wadi Halfa and Assouan, are showing decided signs of increasing activity. Reinforcements have been dispatched to Darawi.

THE VOLUNTEER REVIEWS. London, April 3.—The usual volunteer manoeuvres were carried out yesterday with great spirit and most favourable atmospheric conditions at Eastbury, Dover. The review passed off brilliantly, and the volunteers were complimented on the intelligent manner in which they had fulfilled their part in the manoeuvres.

DISTURBANCES IN CRETE. Constantinople, April 3.—The island of Crete is much disturbed, owing to increasing fighting between the Mussulmans and the Christians. The former have appealed to the Sultan for protection.

THE QUEEN TO VISIT THE GERMAN EMPEROR. London, April 4.—The Queen visits the Emperor Frederick on her way to Rome.

DEATH OF THE KING'S BROTHER. Cairo, March 22nd.—His H. Prince Hassan Pasha, brother of His Highness the Khedive, has died at Constantinople.

The following telegrams are from the *Daily News* and *Standard* of 17th, 19th and 20th March:—

TERMINAL RAILWAY ACCIDENT IN AMERICA. New York, March 18.—A frightful railway accident occurred near St. Louis, Georgia, on Saturday, when a Southern fast mail train broke through a trestle-bridge over a creek. The train consisted of the locomotive, two mail wagons, two passenger carriages, and two sleeping carriages. The locomotive crossed safely, but the first mail wagon suddenly whirled over the bridge, and the contents rolled with the locomotive, and dragging the second wagon with it. The following carriage also left the rails, and then the bridge fell, all the carriages falling together in a confused mass. The carriages at the bottom were completely crushed. Every carriage was filled with passengers. Several were killed outright. The strikers and grocers of the trestle-bridge were with the wild cries of hysterical women, were heartrending. The continued blowing of whistles soon brought help, and then the work of getting the wounded out began. The sight was horrible, and stout men turned pale as they listened to the groans of the wounded. The carriages were overturned, and all the passengers were hurled out. The wounded were carried to the service and the wounded carefully conveyed to Blackhawk. The people there threw open their houses and were indefatigable in their efforts to render every assistance possible. Nineteen persons were killed outright. Six others died during the night, and a further ten were injured. Others were injured, about ten of whom are not expected to live. Among the slightly injured was a son of Mr. Jay Gould, who was going South with his wife. Accounts differ as to the cause of the accident. The company say the axle on the forward wagon broke. Others say the trestle was weak.

THE CHAMBER OF DEPUTIES ON ITALY POLICY. Rome, March 17.—The Chamber of Deputies to-day commenced the debate on the Budget for Foreign Affairs. Several members having addressed the House, Signor Crispi, the Premier, rose and said:—'I have never understood the reason for the unjust attacks to which I have been subjected on account of our alliances. The Treaties of 1859 and 1867 were concluded by the present Government, and were not in office, but at the same time I must say that I entirely approve of them. Even when I was merely a member of the Chamber, I always maintained that Italy ought to be in union with Germany and Austria on all European questions, and with England on all questions relating to the East. In 1877, the Government informed that Marshal MacMahon, the French President, contemplated steps with a view to the resto-

ration of the temporal power of the Pope. I was consequently in union with a mission, and before proceeding to Germany I went to France, where among other prominent persons I saw M. Gambetta, who was in favour of an agreement with Germany. In fact the bases were laid of the Treaties subsequently concluded. The object of these alliances was to preserve the maintenance of peace. War will never be provoked by us. Germany has nothing more to desire, and Austria ought to uphold Italy and to think of the reorganization of her internal affairs. To attribute to us belittling proposals is absurd. We cannot exhibit towards France greater friendship than we do at present. The trifling incidents which have occurred have been settled to the satisfaction of both nations. The best relations exist also between this country and Spain, the wise and cautious government of the Queen Regent assuring a future of prosperity to her infant son and the entire country. As regards the Eastern question, the Government has never had any idea of conquering Abyssinia. It would be folly to think of such a thing. We merely desired that Italy should regain her former positions, and that a good line of defence should be secured. This programme has now been almost carried out. Though this question is still open, further explanation can surely not be required from the Government.' The Premier concluded by expressing the hope that the Chamber would approve the policy of the Government.

The speech produced an excellent impression in the House.

THE NEW STATUTE. LAW IN SPAIN. Madrid, March 19.—The Government will lay on the table of the House to-day the new marriage law negotiated with the Vatican. This enforces all the rules of ecclesiastical law in marriage between Roman Catholics, and allows only the intervention of the civil authorities at the religious ceremony for the purpose of registering the contract, and tolerates the civil marriage only in the case of Spaniards who are not Roman Catholics. The new law is much criticised by Republicans and Liberals as a fresh evidence of the influence of the Vatican at the Court even under a Liberal Cabinet.

SEVERE WEATHER IN FRANCE. Paris, 19th March.—Snow has continued to fall since yesterday evening. In northern France the storms have been of phenomenal severity, and on the branch line from Beauvais to Compiègne there are from five to seven feet of snow on the railway, and traffic is consequently at a standstill.

Accidents in the streets of Paris last night from the 'verglas' were numerous, and in many instances serious.

SEVERE WEATHER IN GERMANY. Cassel, March 19.—An unusually heavy fall of snow has taken place during the last three days over Central Germany, causing a complete suspension of traffic in many districts, and much delay to railway communication.

FLOODS IN ROME. Rome, March 19.—The labor having suddenly increased in consequence of the heavy rain and the accumulation of snow in the mountains, the lower quarters of the city are flooded. This is the third inundation which has taken place this winter—a most unusual occurrence.

FLOODS IN SOUTH AUSTRALIA. Adelaide, March 19.—Great fears are entertained that disastrous inundations may occur in many of the lying districts of South Australia in consequence of the rapid melting of the snow. Many sections of the South Western Railway are threatened with a subsidence of the embankments, and the trains are reduced to half speed. The districts of the Lower Veld are flooded.

THE RUSSIAN MISSION TO BERLIN. Paris, March 19.—The French Special Mission to the late Emperor's funeral, was surprised on arriving at Berlin to find that no military men had been sent to receive it. One officer had been told off for the duty, but the snow-storm delayed him, and he was not able to reach the station. There was a question as to whether he should go to the funeral. He went on the understanding that the incident should be explained. This was done by Prince William. When the French Mission called on him he expressed in fitting terms his regret at an accident which had the effect of making the visitors (the late Emperor's family) was not fully sensible of the courteous attention of the French Government.

THE POPE AND THE EMPEROR FREDERICK. Rome, March 16.—The autograph letter from the Pope to the Emperor Frederick, which Mr. Delval, who will accompany Mr. Gambetta to Berlin, is the bearer, expresses his Holiness' deep sorrow at the death of the late Emperor William, a monarch who was animated by the friendliest dispositions towards the Catholic Church; and whose demise can never be sufficiently mourned. The Pope thanks his Majesty for his proclamation, which, his Holiness declares, has given him great joy, inasmuch as it proves that the son of the Emperor was as devoted to the Catholic faith as his father. The Pope adds that he is deeply moved by the sentiments which will ensure the relations between Prussia and the Vatican becoming more and more friendly. The Pope adds that he on his part will do all in his power towards obtaining this object, which will be the glory of both the Emperor and the Pope. His Holiness expresses his sympathy for the Emperor's recovery, and the interests alike of his people and of the whole of Europe.

MESSAGES FROM THE EMPEROR.—PROCLAMATION TO ALICE LORENA. Berlin, 10 March.—'Le Roi est mort, Vive le Roi!' The official Messages of the new Emperor to the Prussian Diet and the Imperial Parliament were made to-day. Prince Bismarck, at the head of the Ministers of State, appeared in full uniform, covered with decorations, and wearing his helmet instead of the customary cap. He looked by no means ill for his age, and read the Messages in a loud and audible voice.

At half-past two the sitting of Parliament commenced. Prince Bismarck arose, and read the Messages as follows:—

We Frederick, by the grace of God, German Emperor and King of Prussia, in this announce and declare as follows:—When it had pleased God to call unto Him our beloved father, the dignity of German Emperor and the Crown passed to us at the same time. We have accepted the rights and duties connected therewith, and at the same time took the resolution to keep intact the Constitution of the Empire, to uphold it, and at the same time conscientiously to maintain and respect the constitutional rights of the individual Federal States and of the Reichstag. Well knowing the arduous tasks which have devolved upon us to maintain peace at home and abroad and to provide for the welfare of the realm. The unanimity with which the Reichstag voted the measures for strengthening the power of the Empire was

a source of deep satisfaction to the departed Emperor in the last days of his life. He was unable to express his thanks by the Reichstag for these resolutions, and this makes us all the more anxious to carry out this last will of our Imperial master, who now rests in God, and to express to the Reichstag our own thanks for the preservation of the Empire at that crisis. We repose perfect confidence in this devotion and the often-dreaded patriotism of the whole people and its representatives. We place the future of the Empire in the hand of God.—Given at Charlottenburg, Frederick, Countersigned, Von Bismarck.

Strasbourg, March 19.—The following proclamation from the Emperor Frederick is published here this afternoon:—

We, Frederick, by the Grace of God, German Emperor and King of Prussia, make known and do hereby declare: Our beloved father's Majesty, the late Emperor William, has departed this life, and we are glad with God's doing so. It is our duty, and together with it, in accordance with the laws of the Empire, the Government of the Reichsland, has devolved upon us. We have consequently assumed it in the name of the Empire, determined to preserve the rights and prerogatives of the German Empire, and to maintain the German Empire in its integrity and in its independence.

We are conscious of our duty to cultivate in these territories German ideas and customs, to protect right and justice, and to promote the welfare and the prosperity of the inhabitants. In our endeavours to do justice to the rights and wishes of the population, and upon the faithful fulfilment of their duties by all the authorities and officials. We demand and expect a conscientious observance of the laws, but at the same time we shall, on our part, extend our Imperial protection to the rights of all. By means of an Imperial administration of justice and a lawful and benevolent Government conducted with circumspection, but with a firm hand, the union of Alsace-Lorraine with the German Empire, which the lapse of years cannot annul, will again become as intimate as it was in the times of our ancestors, before the German lands were severed from the very ancient and glorious union with their kindred and countrymen. We command that the present rescript be proclaimed through the Official Journal.



## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF PEKING** will be despatched for San Francisco via Yokohama and Honolulu, on FRIDAY, the 20th instant, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows:—To San Francisco ... \$200.00 To San Francisco and return ... 350.00 To Liverpool ... 325.00 To London ... 330.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, April 18, 1888. 499



## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, VENICE, AND LONDON.

Also, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERISIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **VENETIA**, Captain F. J. COLE, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, 25th April, at Daylight.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 2 p.m. on the day before sailing.

Ten, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo at Bombay, arriving one week later than by the direct route to Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

K. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, April 12, 1888. 601

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship **SAN PABLO** will be despatched for San Francisco, via Yokohama, on TUESDAY, the 1st May, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco ... \$200.00 To San Francisco and return ... 350.00 To Liverpool ... 325.00 To London ... 330.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent. Hongkong, April 9, 1888. 545

## Mails.

## NORDEUTSCHER LOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 9th day of May, 1888, at 4 p.m., the Company's Steamship **DAYERN**, Capt. R. SANDER, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa, Trieste, Brindisi, and other ports in the Adriatic, and will be granted till noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 8th May, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELOERS & Co., Agents. Hongkong, April 14, 1888. 612

CANADIAN PACIFIC LINE. TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship **BATAVIA**, 2,650 Tons Register, WATSON, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 10th May, at 3 p.m.

To be followed by a Steamer (\* \* \*) on the 1st June, and **PARTHA** on the 2nd June.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows:—To Vancouver & Victoria, Mex. \$100.00 To San Francisco ... 175.00 To all common points in Canada and the United States ... 200.00 To Liverpool ... 300.00 To London ... 335.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Cargo will be received on board until 4 p.m. on the 9th May.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents. Hongkong, April 14, 1888. 618

## INSURANCES.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department. Policies issued for long or short periods at current rates.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872. 496

QUEEN FIRE INSURANCE COMPANY. THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents. Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY. THE Undersigned, AGENTS for the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882. 14

NOTICE. THE MAN ON INSURANCE COMPANY (LIMITED). CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN YUEN, Secretary. HEAD OFFICE, No. 2, Queen's Road West. Hongkong, December 2, 1887. 2343

## Intimations.

## NOW READY.

## THE REVENUE OF CHINA.

A SERIES OF ARTICLES. Reprinted from 'The China Mail.' WITH AN APPENDIX. THIS PAMPHLET is Now Ready, and may be had at the Office of this Paper, Messrs. LAY, CRAWFORD & Co.'s, Messrs. KELLY & WALSH, and Mr. W. BREWER'S.

Price. . . . . 50 Cents.

## THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Amoy, Canton, Shanghai, Hongkong, Peking, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The paper is open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners.

The English journal it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to GEO. MURRAY BAIN, China Mail Office.

## WINTER TIME TABLE.

## THE KOWLOON FERRY.

## STEAM LAUNCH MORNING STAR.

Runs Daily as a Ferry Boat between Pedder's Wharf and Tsim-Tai-Tui at the following hours:—This Time Table will take effect from the 17th October, 1887.

WEEK DAYS. SUNDAYS. Leave Kowloon. Leave T.T. Leave Kowloon. Leave T.T. 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. 8.00 " 8.30 " 7.30 " 8.00 " 8.50 " 9.00 " 7.30 " 8.15 " 9.40 " 10.15 " 10.30 " 10.45 " 10.45 " 12.30 P.M. 11.00 " 12.00 P.M. 12.45 " 1.00 " 12.30 P.M. 1.00 P.M. 1.30 " 2.00 " 1.30 " 2.00 " 2.20 " 3.00 " 2.30 " 3.00 " 3.30 " 4.00 " 3.30 " 4.00 " 4.15 " 4.30 " 4.15 " 4.30 " 4.50 " 5.10 " 4.50 " 5.10 " 5.25 " 5.40 " 5.25 " 5.40 " 6.00 " 6.15 " 5.00 " 6.15 " 6.30 " 6.45 " 5.30 " 6.45 " 7.00 " 7.00 " 7.00 " 7.00 "

\* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

## NOW ON SALE.

## INDEX TO THE 'CHINA REVIEW'.

VOLUMES I TO XII. 1.—LIST OF CONTRIBUTORS. 2.—ARTICLES. 3.—REVIEWS OF BOOKS. 4.—LIST OF ARTICLES REVIEWED.

PRICE. . . . . 50 CENTS. To be had at the China Mail Office, Messrs. KELLY & WALSH, Messrs. LAY, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

## PUBLICATIONS.

## 'CHINA MAIL' OFFICE.

'CHINA REVIEW'—published once in Two Months. OVERLAND CHINA MAIL—for every Weekly Mail. CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

## 'CHINA MAIL' OFFICE.

2, Wyndham Street (behind the Club.) NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL, POPULAR ASPECTS, BY ERNEST J. EITEL, Ph.D., TUBING. THIRD EDITION. REVISED, WITH ADDITIONS. Price. . . . . \$1.50. LANE, CRAWFORD & Co. Hongkong, August 20, 1884.

## NOW READY.

PRICE, \$1.00. COMPARATIVE CHINESE FAMILY LAW BY E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, from LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

## SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the SAILOR'S HOME, West Point. Hongkong, July 25, 1887.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLAN ROWE, Hawaiian brig, Captain J. Phillips. —Wielor & Co. B. F. CHURCH, American ship, Captain Hughes. —Douglas, Laprak & Co. CENTRAL, American ship, Captain I. M. Bearse. —Russell & Co.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. & O. Co.'s Office. 5. From P. & O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

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